

Nash
Airflyte

MAGAZINE

Vol. 3 • No. 10



Colleen Hutchins, Miss America—1952,
places the crown on the head of Neva
Jane Langley just after Miss Georgia
had been selected Miss America—1953



1952

VOL. 3



NO. 10

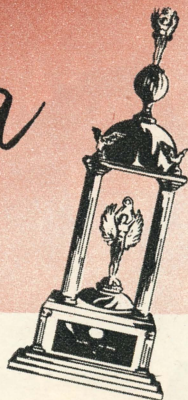
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A Georgia Peach, Neva Jane Langley is

Miss America 1953



What does it take to be Miss America?

Unblemished beauty, a flawless figure, unusual talent and the right combination of poise, intelligence and natural charm are vital requirements.

But that is just the beginning.

These necessary essentials must be displayed in direct competition against 51 other Queens, all of whom have similar attributes. She must win the votes of such discerning judges as Cornelia Otis Skinner, Deems Taylor and Elizabeth Arden in a grueling, week-long series of appearances before thousands of spectators.

Neva Jane Langley, Miss Georgia, proved that she has exactly what it takes. She is Miss America—1953! The stately 19-year-old brunette is a girl of unusual charm, she is truly beautiful, her figure is perfection and she is a poised and talented pianist.

Life has undergone a dramatic and thrilling change for Neva. She has left her music studies at Wesleyan Conservatory, Macon, Ga., for a year-long reign as "America's Busiest Girl." Ahead lie 100,000 miles of travel, endless personal appearances and some \$50,000.

Already in her possession is a \$5,000 scholarship that will allow her to continue her musical education—and a Nash Golden Airflyte Ambassador, a fitting gift for a queen from Nash Motors.

To appreciate what the Miss America title means, it is necessary to know the history of the Miss America Pageant. It started as a "Beauty Contest"—designed to bring publicity to Atlantic City and its unusual summer vacation attractions—and to extend the summer vacation season another week.

All this has changed. In 1945, contest-judging rules were revised to include talent and intelligence as well as beauty. A Scholarship Foundation, to which Nash Motors and Joseph Bancroft and Sons (Everglaze Fabrics) are major contributors, was established. The Pageant already has awarded nearly \$200,000 in scholarships. Various civic groups in participating states have established their own Scholarship Funds which now approximate \$75,000 a year.

The Scholarship phase of the Pag-



(Continued from page 3)

ent takes on greater meaning when it is known that among the contestants this year were 23 college co-eds, four college graduates and four who entered college this fall. In addition, nearly every other contestant has had years of training in private dramatic, music and dancing schools.

This was the greatest Pageant in history. Atlantic City showed its charm to 175,000 spectators who crowded every available inch of the famed Boardwalk that skirts the Ocean, for the Pageant Parade that opened the event. The first three nights of preliminary contests drew nearly 30,000 spectators to mammoth Convention Hall—and 20,000 saw the final night's show.

It was a thrilling finish for Neva Jane Langley. Pitted against 17 other contestants, she got off to a huge lead—winning the talent contest on the second night and the swimsuit contest on the third. She was the big favorite as the dramatic spectacle started into its final night.

The contest moved to a dramatic showdown. The judges' final 10 selections were called in alphabetical order by state, as a stone-silent audience listened hopefully for names of favorites. They were Alabama (Gwendolyn Harmon), California (Jeanne Shores), Chicago (Jo Hoppe), Georgia (Neva Jane Langley), Hawaii (Beverly Rivera), Indiana (Ann Marie Garnier), Louisiana (Barbara Barker), New York City (Joan Kayne), Philadelphia (Patricia Hunt) and South Carolina (Mary Griffin).

The final 10 contestants then made three appearances—in formal gowns,



The 10 finalists make their last group appearance before the judges and 20,000 spectators.

in swimsuits and in talent. The pressure was on and the tenseness mounted as the judges readied their decision. Then came the announcement of the five finalists—Alabama, California, Chicago, Georgia and Indiana.

It became more and more obvious to the huge crowd that it was a fight to the wire between Georgia and Indiana. Then came the final announcement from the judges. It was Neva Jane Langley! The stately

brunette pianist had triumphed over the beautiful blonde coloratura soprano, Ann Marie Garnier.

Popular Colleen Hutchins of Utah, Miss America of 1952, took off her crown and placed it on Neva's head. The new Miss America started her

(continued on page 6)

Finalists, shown left to right, are Alabama, California, Chicago, Georgia and Indiana moments before Miss America was announced.





Nash Rambler Convertibles were official Pageant cars. Here Neva Jane Langley is shown in the Pageant Parade.



The talented pianist, Margaret Aandahl, Miss N. Dakota, won \$1,500 scholarship.

(continued from page 5)

reign amid the "popping" of flash-bulbs and the whirring of newsreel cameras.

For the losers, there is no reason for lasting disappointment. Such beauties as Dorothy Lamour, Lois Wilson and Joan Blondell have com-

peted for the Miss America crown—and lost. In such an array of talent, beauty and intelligence as gathered at Atlantic City this year, some future radio, television, motion picture and concert stars should emerge.

Mr. H. C. Doss, Nash Vice-President, awards a Nash Airflyte Ambassador to Miss America.





Stouffer's

CLEVELAND, OHIO

A stranger at Stouffer's picturesque Shaker Square restaurant, Cleveland, will have set before him a dish prepared in exactly the same way as that set before a regular diner the same day in the 57th Street Stouffer's in New York City.

With 17 restaurants serving 50,000 meals each day in seven of America's greatest cities, Stouffer's guard closely the quality of the food served. This is done through the chain's famous Experimental Kitchen in Cleveland, which was established in 1927, when research in industry began forging ahead. Over 3,000 recipes have been developed for use since that time, starting with some fundamental home recipes from Mrs. A. E. Stouffer's own kitchen.

Recipes developed by the Experimental Kitchen come from many sources—from guests who bring in recipes that have been in their families for generations, from people in all parts of the country who have some favorite dish they would like

to see on a Stouffer menu, from dietitians and other people who work at Stouffer's.

Best known and least changed of all recipes used is Mrs. Stouffer's famous Dutch Apple Pie. Upon its popularity the company's early success was founded.

Standardized recipes, the restaurant industry has come to recognize more and more, are the key to uniform quality.

Although all Stouffer's recipes are kept in locked files, here's one they have released for you.

PRUNE WHIP



Cook prunes slowly until very tender. Cool in juice. Sieve to get pulp. Place in mixing bowl with 1 cup of sugar, a dash of salt and 3 egg whites. Beat for about 6 minutes, until mixture is stiff enough to hold its shape. Add 1 Tbsp. fresh lemon juice and 1/4 cup chopped pecans and fold together. Rinse baking dish with cold water. Stand dish in pan of hot water and bake at 340° F. for 35 minutes until well puffed. Cool slowly and serve with whipped cream or your favorite custard sauce.

AMERICA'S LARGEST INDEPENDENT MERCHANT

*An Inside Story About Car Dealers —
America's Most Versatile Businessmen*

by JOHN O. MUNN

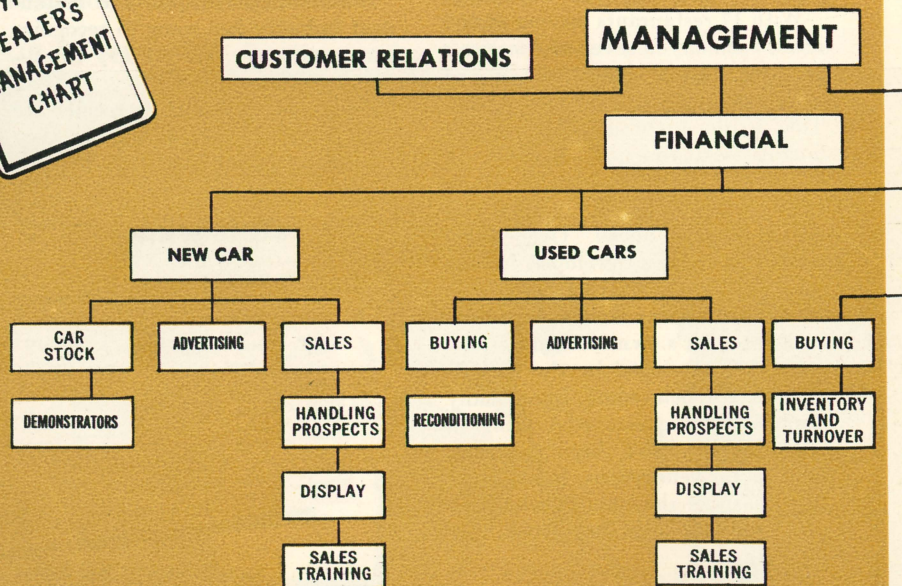
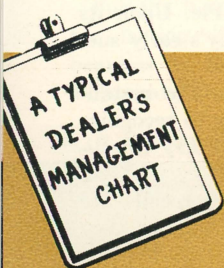
Distributing and servicing automobiles represents approximately 20 per cent of all retail sales made in this country. Since food sales have largely gravitated to chain stores, the automobile dealer is now the largest independent merchant in the communities of America. He is a tower of strength to the small business man remaining on Main Street.

Early automobile dealers had few employees. Dealers, or agents as they were then called, were their own salesmen as well as mechanical experts. Now automobile dealers employ more than 725,000 people and foot a payroll of more than $2\frac{1}{2}$ -billion dollars annually.

And it all began during the Gay Nineties when the development and use of the safety bicycle took place. Most everyone who could afford a bicycle had one.

At that time the manufacturing industry was concentrated in the East where most bicycles were made. Rambler bicycles, one of the most popular brands, were an exception. They were manufactured in Kenosha, Wis., by a corporation that Nash Motors succeeded.

In fact during the latter part of this fabulous period the ability to produce bicycles outran the market, but this fact did not apply to Rambler bicycles. The demand for



Ramblers was on the ascendency when the industry, as a whole, showed a decline.

This was due not only to the quality of the product but that the Rambler factory executives were foresighted enough to establish direct dealers in all of the smaller towns of the United States.

Most other bicycle manufacturers depended upon jobbers and distributors. And thereby hangs a tale. People were graduating from bicycles to automobiles, and the need for automobile dealers became apparent. So, many forward-looking bicycle dealers who were, after all, merchants in individual transportation cast their lot with the automobile industry.

In addition to bicycle dealers, automobile dealers were recruited from the ranks of blacksmith shops, livery stables and farm equipment dealers.

Few people could foresee then that the automobile industry in a brief 50 years would develop to a point where one out of every seven pay checks in America would be paid to someone employed in the automobile industry.

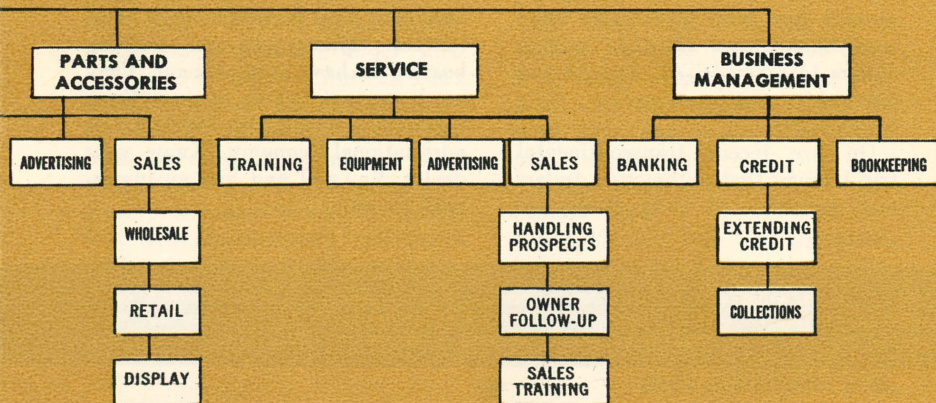
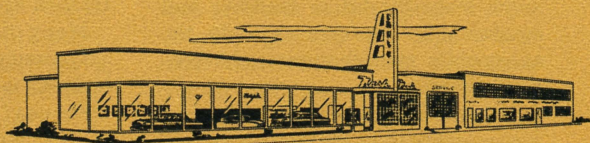
Great change has since come to the trade of automobile retailing. Automobile dealers are unique merchants as compared to their neighbors on Main Street. Like them they stock, display and sell merchandise.

But they differ in one important respect. Their investment, their facilities, their equipment, their manpower is largely dedicated to serving their customers after the sale is made. There is a complicated business as illustrated in the accompanying functional chart. It's really five businesses in one.

In a recent transcontinental jour-

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FACTORY RELATIONS



(continued from page 9)

ney the writer visited many automobile dealer establishments and interviewed the owners. He was astounded with the size of the establishments and the enterprise of this group of merchants. We all have seen the industry grow up about us but too few of us have stopped to consider the economic contributions the automobile dealers have made to the communities in which they are located.

Now 52 million owners attest to the essentiality of the automobile. Automobiles give people mobility. Their use is accountable for much of our increased standard of living. Many of us still think of automobile dealers as an institution for selling automobiles.

In selling cars, automobile dealers in reality sell life itself because a person using an automobile increases his opportunities for business, social, or recreational life.

Automobile dealers have invested much more capital in facilities and employ more workers than do the automobile manufacturers who produce them.

Automobile dealers are more than just merchants of personal transportation. They are leaders in the business and social life of their community. Last year, for instance, they contributed more than 47 million dollars to religious, educational and charitable organizations in their communities.

On my recent transcontinental trip I found that automobile dealers and members of their staffs are

active members in a wide range of business, social and civic organizations in their home towns. In fact, 95 per cent of the dealers I talked to were associated with one or more such organizations.

Frequently all of them were members of some luncheon club, more than 50 per cent were members of the Chamber of Commerce, 36 per cent were members of college clubs, 30 per cent of civic clubs, and 25 per cent were members of school, hospital or library boards. A large share were active on church boards, Red Cross, Boy and Girl Scouts. These same percentages would apply, I am sure, if they were projected for the entire United States.

Automobile dealers are also politically minded. The Governor of Oregon is an automobile dealer. A number of senators and representatives are also dealers. The state national chairmen of political parties in Georgia, Michigan and North Dakota are automobile dealers.

Many of them are among the mayors, county commissioners and state highway commissioners. Others serve their city, county and municipality in the governing boards of those subdivisions. Automobile dealers have taken leadership in national, state and local highway safety committees. Many are on parking boards. All have been pioneers. They are important factors in strengthening and securing the bulwarks of our national economy. Know your dealer. You will find him an important friend.

John O. Munn writes with authority on automobile dealers. Author of a widely-read column in AUTOMOTIVE NEWS, which is often called the "bible" of the automotive business, Mr. Munn has devoted the past 40 years to the business of advising car dealers.

who's



who

TELL IT TO THE JUDGE



When they "tell it to the judge" in Sea Isle City, N. J., they might as well tell it straight. Man and boy, Judge Wilbur E. "Bill" Clark has been around traffic courts for 20 years—first as a newspaper reporter, then deputy sheriff, state trooper and now as Municipal Court judge.

Sea Isle City is located on a barrier reef island half-way between Atlantic City and Cape May, N. J. It's one of those South Jersey summer towns that mushrooms overnight on Memorial Day from a population of 1,000 to almost 12,000.

The traffic problem under such conditions is complex. But Sea Isle's police department has a husky, growing file of commendatory letters from satisfied "customers." And Judge Clark points with pride to a seven-year record in which decisions have been appealed only three times.

Born in Marshall, Ill., 40 years ago, Bill Clark was a correspondent for several Indiana and Illinois news-



papers, later becoming a trooper with the Illinois State Highway Patrol.

It was on this job that he drove his first Nash—an Ambassador Six. "What a car!" he reflects. "Seventy miles an hour in second gear, and we never did find out how fast it really would go—the speedometer only went to a hundred."

Before he left the Illinois State Police in 1944, Clark was assigned and drove three other Nash cars as well as other makes. Each trooper recorded gasoline, oil, repairs and other costs. Mr. Clark saw these records, and he says "That's what settled it in my mind. When the war ended and I was able to trade for a new one, I naturally went for a Nash."

Mr. Clark went to Sea Isle City in 1944 to work for the Garden State Publishing Company. His boss, William A. Haffert, became mayor the next year and named Mr. Clark police magistrate.

Judge Clark's main job is publication work.

But his real love and avocation, he says, is his traffic court duty, especially when traffic is heaviest—on the street and through his court.



This horse-drawn wagon built on auto chassis is busy when fishing boats unload.

South to the Sea of Cortez

by HUGH MANESSIER

A few years ago, Baja California was a mysterious, little-known region. Travelers from the United States seldom braved the primitive roads below the border. But returning visitors told of fishing in the Gulf of California, sometimes called the Sea of Cortez, that was almost beyond belief.

Today a new modern highway, just 125 miles long, opens this fascinating country to every motorist. Though not yet widely known, it offers one of the easiest routes to an authentic sample of Mexico. And at the end of the road lies San Felipe, an isolated native fishing village hugging the rim of a blue-water bay.

The point of entry is Calexico, a border town along the lower edge of California. Crossing into Mexico is

a simple matter, but visitors may check with the U.S. border officials if they wish. For visits of 72 hours or less, a tourist card is not required. There is usually no inspection, and only a moment's delay while a uniformed guard smiles and says in good English, "Go ahead."

From Mexicali, Calexico's counterpart below the border, Route 5 takes the traveler swiftly south into the delta country. Here the natives have found new wealth in irrigated cotton fields, and a shiny new tractor parked beside a battered adobe hut is a common sight. Along the Rio Hardy, near El Mayor, fishermen have their first chance to wet a line. Bass, catfish, bluegill and crappies are the quarry, with a well-supplied fishing camp offering a pleasant



headquarters for sportsmen and their families.

But the influence of civilization doesn't extend far below El Mayor. The character of the land changes rapidly, with sand dunes, salt flats, mountains and typical desert vegetation providing a variety of new experiences. The pavement ends abruptly at San Felipe, and travelers will find many unusual activities in the village to excite their interest.

There are several motels and a small hotel, but only the hotel can be considered really modern. Advance reservations are desirable. But many visitors consider it more fun to camp out on the beaches, and the majority of Americans stay at one of the free campgrounds located

above or below the village. The bluffs and beaches to the north are the most popular. They are convenient for fishing the surf, swapping yarns and shells with nearby neighbors or just loafing in the warm sunshine.

Ice, gasoline, bottled water and other necessities are available, but it is well to bring along most supplies. Facilities in San Felipe are understandably primitive by American standards. However, some meals should be planned around the shrimp or fish that form the principal income of the village, for here they are fresh and at their very best.

Most sportsmen come to San Felipe to battle the giant sea bass, "Totuava," which weigh as much as

(continued on page 14)

San Felipe's 20-foot tide comes right into village, provides natural drydock.



(continued from page 13)

150 pounds. Fifty pound scrappers are a common occurrence at the peak of the season, and many other species add variety to the catch. Anglers may fish from their own boats, join other Americans on the party boats or hire individual boats and guides. It's best to take along personal tackle. Fishing the surf along the beaches is great sport, and almost any kind of tackle will do, for there are no breakers in the Gulf.

Visitors seeking relaxation will enjoy hunting for rare shells along many miles of sandy beaches. A twenty-foot tide makes this an exciting and productive adventure. A legendary buried treasure is reported to be hidden in the hills, and gaping holes along the cliffs attest to previous efforts by the natives to discover it. On a stroll through the village, San Felipe's residents may be seen bringing in their catches of fish and shrimp or busily repairing

nets, boats and equipment. They are friendly, but few speak English.

The trip should be planned for the cool months, from November to June, when fishing bordering on the fabulous may be encountered. But there are many who come to San Felipe just to enjoy the warm sandy beaches, isolation from the modern world and the soft sweet music of the Spanish tongue. Perhaps nowhere else may Americans visit a remote native fishing village in a foreign land so easily. Transported by the magic of the motorcar, it is a journey of only a few hours over a modern highway.

In time the highway may also bring to San Felipe electricity, window panes and telephones. But many travelers will prefer to remember the village as it is today—unspoiled and unforgettable—a memory of life as it is lived along the shores of the Sea of Cortez.

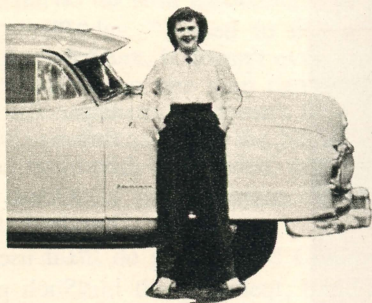
This hotel offers the best food and accommodations in village of San Felipe.



who's



who



Pictures and Snakes

Pictures and snakes are the hobbies of Annette Avers of Portage, Wis.

With her mother and father, Mr. and Mrs. F. H. Avers, she has toured the country in their Nash Statesman cars, having her picture taken at every state line sign, at every state capitol building, at every scenic spot, and on the side capturing a snake to take home as a pet.

Annette's collection includes more than 25,000 colored third dimension photographs and more than 3,000

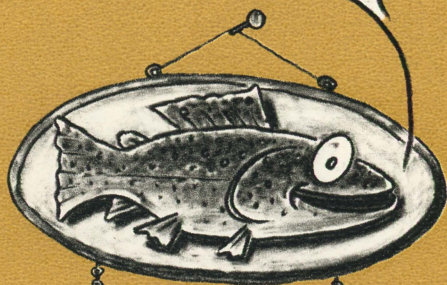


8 x 10 photographs.

Annette, now a student at college, attained world-wide publicity when she was a little girl, through her pictures with her snake pets and her picture-a-day record, which also made her a subject of "Ripley's Believe It Or Not."

The Avers have had three Nash Statesman cars in which they have traveled more than 350,000 miles and spent several hundred nights in their Nash beds.

**ANTI-
FISHING
FORCES
FOILED!**



No. 44 in a series of
NASH AIRFLYTE ads
by ED ZERN

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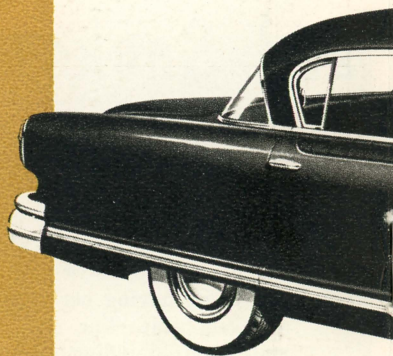
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See all 17 m
Golden Airf
your Nash

ere was this ladies' garden club, and all the members were annoyed
e their husbands went fishing instead of helping to weed the petunias.
ded to call a meeting of husbands and award five hundred dollars
no had done the most for gardening. At the meeting, a husband named
d up. "I think I ought to get the five hundred bucks," he declared.
aid the club president.

I bought an Apex Eight," said Charley.

at got to do with gardening?" said the president.

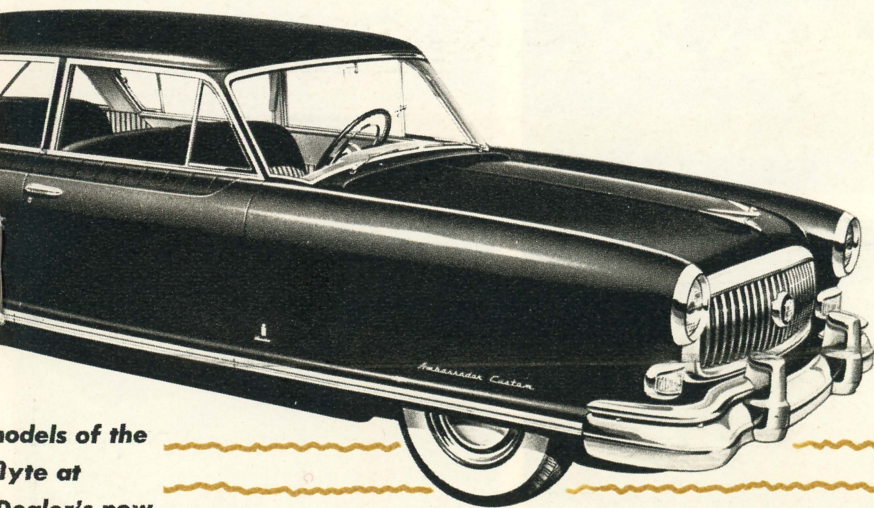
said Charley. "I used to fish a lot. But instead of buying a Nash
ught the Apex. It doesn't even have Twin Beds, like a Nash. It doesn't
single bed, so one man can snooze while his partner drives on long
ggage compartment doesn't hold half as much as the Airflyte's, and it
and handle easily like the Nash. The result is, I stay home every week—
my wife with the garden, and mow the lawn."

t you!" said the president. "And what would you do with the five
ars?"

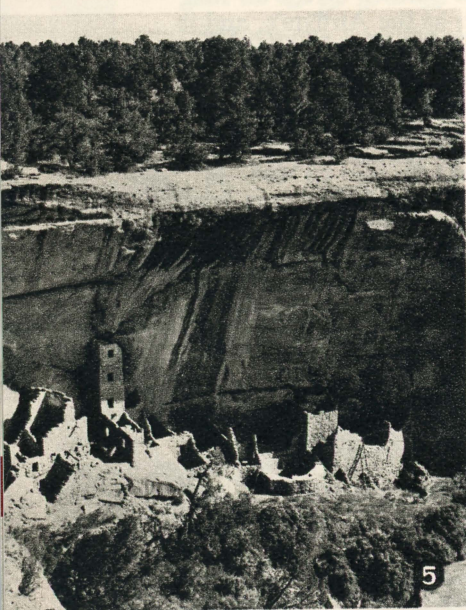
to benefit de grass," said Charley.

mmar!" said the president, handing him the check. A few days later
f Charley's met him and said, "Charley, exactly how are you going
e grass?"

grass," said Charley. "*De Grass*—Herman De Grass, the local Nash
t bought a 1952 Nash Golden Airflyte. How would you like to run
Lake with me this week-end?"



models of the
lyte at
Dealer's now



Our NATIONAL

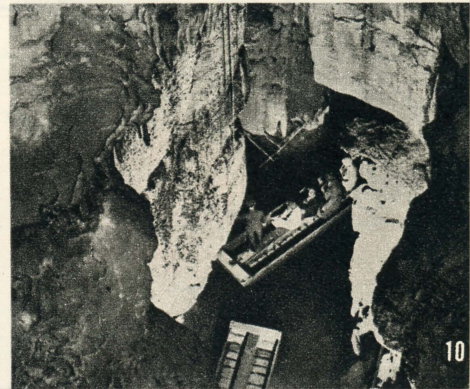
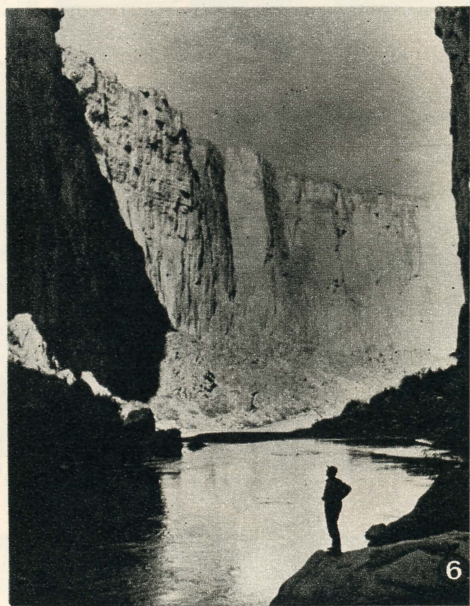
Advocates of fall vacationing get support from an examination of a cross-section of the United States—our National Parks. Our 28 National Parks are pretty well scattered throughout the country. Yet in many of them seasoned travelers believe fall is the best time of all. When indeed but in fall can one see aspen leaves touched by frost, shimmering in the sun in Colorado's Rocky Mountain National Park (1). Florida's Everglades (2) is cooler now. In Virginia's Shenandoah (3) and Great Smoky Mountains (4) of North Carolina and Tennessee, Jack Frost's tree-leaf touch lures almost as many visitors as spring wildflowers. Watching the full moon filter





PARKS . . .

through pinosa pine trees and illuminate the countryside for miles brings enjoyment to those who visit Colorado's Mesa Verde (5) and its cliff-dwellings. Sunny days and cool, comfortable nights come now to Big Bend (6) in Texas. Zion (7) and Bryce Canyon (8), both in Utah, reflect even more brilliant colors from their weird formations in the fall sun. The vastness that is Arizona's Grand Canyon (9) looks even more awesome if possible in clear, cool fall air. Kentucky's Mammoth Cave (10) is about the same year-around, 52-degree temperature underground, but up above, its trees are turning shades of red, yellow and orange.





Entrance to The Habitation, Port Royal, Nova Scotia, founded by French in 1605.

NOVA SCOTIA



The Land of Make Believe

Smoke belches from the stack of the lumber-laden tramp as she leans against the wharf ready to sail. Only there isn't any water. The ship sits high and dry on her bottom in the mud, as dry as before she was launched. Still the bustle on deck and the rolling smoke are the usual signs of a ship preparing to move.

Miles away along the coast a fisherman inspects his nets and gathers his catch, a chore of fishermen everywhere, but this fisherman doesn't use a boat. He travels by horse and wagon and climbs a ladder to get his fish.

No, it isn't a dream or a morning-after excursion into never-never land. This is Nova Scotia, where a lot of things happen that don't anywhere else, which is why a lot of tourists go there every year.

Take that ship, for instance, the one that's preparing to sail over dry

land. She'll have 40 feet of water around her in an hour or two, all she needs and more to take her out of the harbor and into the broad Atlantic. It happens twice every day in the Bay of Fundy.

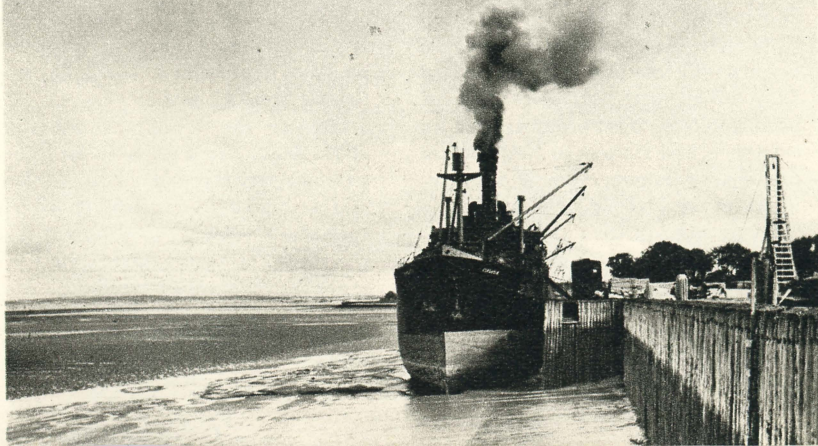
Geographers say the cause of Nova Scotia's tides lies in Fundy's funnel shape, which pushes the water higher and higher as it rushes in from sea.

Fishing with the ladder is done at Minudie on Cumberland Basin. Here the tide is so high the fisherman must set his nets on poles 15 feet high. But when the tide recedes the floor of the basin is bare and the fisherman takes wagon and ladder, gathers his catch of shad and returns home like a farmer with a load of turnips.

Tides are not the only oddity in Nova Scotia. The Canadian province comes close to not being part of North America at all. Only a nar-

(continued on page 22)

Freighter sits high and dry on Windsor harbor bottom when the tide goes out.





Nova Scotia means New Scotland. Here girl pipers tune up for gathering of clans.

(continued from page 21)

row neck of land called Chignecto Isthmus prevents it from being an island. The peninsula is long (374 miles) and narrow (no part more than 50 miles from the sea) and shaped like a big lobster claw jutting into the Atlantic.

The French were the first to arrive in Nova Scotia. Port Royal, founded by Champlain and DeMonts in 1605, is the oldest permanent white settlement in Canada and the oldest on the entire continent north of St. Augustine, Florida.

Here at Port Royal, too, was established in 1606 the first social club in America, the Order of the Good Time, whose members feasted on the bounty of field and forest and regaled each other with exciting tales of past exploits. The order is still in existence, and visitors to Nova Scotia qualify for membership if they remain in the province seven days.

Some other Nova Scotian communities have a special claim to fame. St. Mary's Bay Shore, a collection of French-speaking villages in the western part of the province,

claims "the longest Main Street in America," 32 miles of continuous built-up thoroughfare.

But of all Nova Scotia's towns and villages probably the most unique is Peggy's Cove on the south coast, built on solid rock with nary a tree in sight and hardly enough loose earth to raise a blade of grass. The inhabitants, mostly coastal fishermen, carry soil by wagonload if they hope to have a garden or else raise their vegetables outside the village. The final touch is the fence around the village to keep cattle in and intruders out. The village gate is carefully closed when vehicles enter or leave, a practice reminiscent of pioneer days when stockades defended frontier settlements.

Despite the fence the fisherfolk of the Cove are a friendly lot. They welcome artists and photographers and ordinary tourists to their picturesque "village on a rock." And their hospitality is matched in every other Nova Scotia community from the capital city of Halifax to the tiniest hamlet.

The Trailer Comes of Age

Today's Mobile Homes are a Far Cry from Yesterday's "Cabins-on-Wheels"

by FRED WILSON



House trailers, the scrubby looking automobile appendages of the 1920s, have come of age!

About 30 years ago, a handful of campers, hunters and fishermen adopted the then-crude "cabins-on-wheels" as a means of escaping the arduous task of making and breaking camp.

The short, canvas-covered little trailer carts contained only sleeping bunks and a portable camp stove. But the sportsmen loved them. No more packing luggage racks and driving tent stakes, more time in the woods and stream.

Strictly week-end or vacation dwellings, the early trailers had little appeal to most people. The trailer seemed destined to be another piece

of special equipment for that special American breed—the out-of-doors man.

Today, 1,700,000 U.S. citizens hang their hats in homes on wheels. Putting it another way, there are more people living in trailers than there are living in Cleveland, Ohio, the nation's sixth largest city.

What happened? The stubby carts of 30 years ago have grown up. The tail has gotten bigger than the dog. Today's trailers are more than twice as long as the cars that pull them.

And they offer every modern convenience of a "permanent land home" plus the same personal freedom of the early trailer models.

Ninety per cent have standard

(continued on page 25)



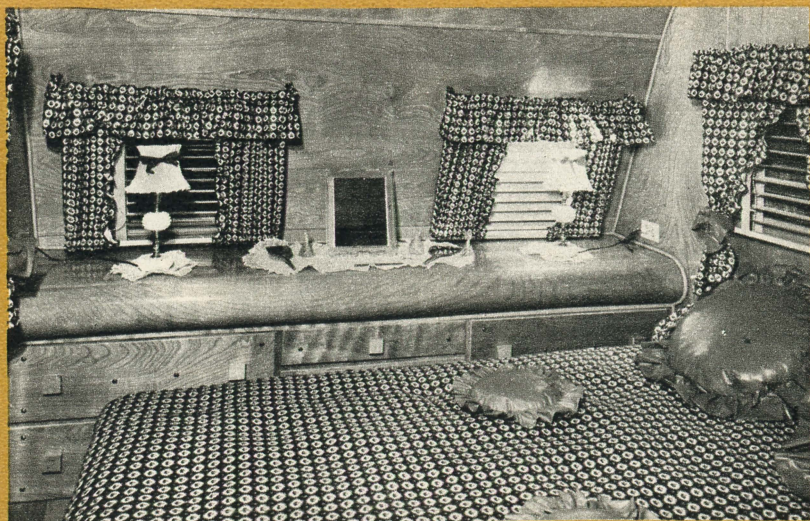
America's 9,000 trailer communities look like neat little suburban towns.

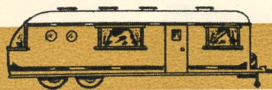


Retired couples make up a large segment of the nation's trailer population.

•

Attractive trailer bedrooms today are a far cry from sleeping bunks of Twenties.





(continued from page 23)

plumbing fixtures. Some expand to provide extra width or an upstairs room.

Built-in refrigerators with freezer compartments, automatic washing machines, dish washers, built-in television, picture windows, showers and bathtubs, screened-in porches, roof gardens, even wood-burning fireplaces can be found in trailer homes of today.

Trailers are no longer a camping investment. They are year around home investments for many intelligent Americans who have decided to take action against a spreading disease—chronic wanderlust. Or, they are filling a housing need for those in occupations that necessitate travelling about.

Retired couples make up a large segment of the nation's trailer population. Some cities and resort areas

have set up trailer parks for the exclusive use of the retired.

Many servicemen with families are buying trailers to meet immediate housing crises but, also, with an eye to the future.

The Government has established trailer parks for defense workers and military personnel in areas where housing shortages exist.

Most of today's trailer communities, over 9,000 of them, look like neat little suburban towns. Evenly-spaced lots are rented for nominal monthly fees, which include water, electricity, police service, garbage collections and the like.

But, these mechanized nomads enjoy an advantage that is unknown to suburban dwellers. When the neighbors and/or the weather get disagreeable, they can drive their homes away.

Even wood-burning fireplaces can be found in some "permanent land homes."



Trailer kitchens have every modern convenience for housewife. Note dinette.



SMILES along the road

EVEN-STEVEN

This sign was seen in a restaurant
in Deland, Ill.

Come in without knocking—

Go Out the Same Way

*Frank Gray
Decatur, Ill.*

NOT YET

There is a sign in a coal yard in
Muskegon, Mich., that reads:

ARE YOU COALED?

*Mrs. Mary Hewitt
Bay City, Mich.*

LOSES VALUE



I saw this sign near Elkins, W. Va.
*Edward M. Minehart
Clarksburg, W. Va.*

Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

WITH SHOWERS



I saw this sign near Leakey, Texas.
*Harriet Redwine
Snyder, Texas*

BLACK MARKET?

The following sign was seen in a
Cleveland, Ohio, vacant store:

"This building for rent—will remodel to soot tenant."

*Mrs. Stephen Lowe
Cleveland, Ohio*

WHAT!

On entering the small town of
Killam, Alberta, Canada, I saw this
sign:

Drive Carefully
Avoid Accidents

KILLAM

*A. C. Tomashek
Cottage Grove, Ore.*

INFLATION

Sign seen on a Connecticut road-way:

**FOR SALE
KUTE KITTENS 50¢**

Sign seen at same spot 3 weeks later:

**FOR SALE
CUTE CATS \$1.00**

*Leonard Mastrandrea
Maspeth, N.Y.*

NO COMMENT

In Worcester, Mass., this sign was outside the Worcester Auditorium:

June 23-28—Summer Stock

Vincent Price in
"Good-Bye Again"

June 28—Republican Meeting

*Mrs. Shirley Beckman
Waltham, Mass.*

IF NOBODY ELSE?



This business establishment is located on Highway 99 in the city of Eugene, Ore.

*Robt. W. Davis
Eugene, Ore.*

FOR THE SEAL OF BEAUTY

Nash Lustur Seal is a scientific preparation used for restoring the original beauty of enamel and lacquer paint finishes. Lustur Seal adds depth to the finish yet leaves nothing to wash or melt off, nothing to collect dust or dirt. When properly applied and cared for, Lustur Seal will last the lifetime of the car. Consult your Nash Dealer.





Helpful Hints

If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five



A quick way to "frost" cup cakes is to turn them upside down and twirl them around in the frosting.

*Mrs. Paul H. Carlson
Beaver, Pa.*

To remove dust faster and easier from the windows, baseboards and those hard-to-get corners, use a small paint brush and you will find it very effective.

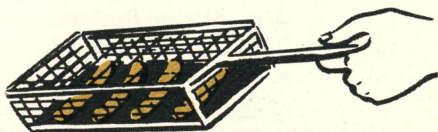
*Mrs. O. K. Davis
Laredo, Texas*

To keep baby's bonnet in shape when washing, place on a balloon inflated to proper size.

*Mrs. Alfred Renzelman
Wray, Colo.*

If you have an old umbrella that you don't want, strip off the cloth, open it and hang it up by the handle. It makes a wonderful rack for drying clothes in crowded quarters indoors. Also it can be stored in a small place.

*Maurice Sabin
Hinesburg, Vt.*



The old fashioned popper with the thin metal bottom and screen lid is ideal for roasting weiners outdoors. Put a pat of butter or margarine in, add weiners and shake until lightly browned. Saves time, and weiners are ready in a jiffy.

*Maroline J. Schroeder
North Olmstead, Ohio*

FROM NASH OWNERS

dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.



Pipe cleaners are useful for making a plastic bag air tight when storing foods such as onion or garlic. Twist the pipe cleaner around the bag to make it air tight and odorless. The pipe cleaners can be re-used.

*Mrs. Harvey L. Schaefer
Rapid City, S. Dak.*

Apply a thin coat of wax to the dust pan to make the dust slide off easily.

*Mrs. Sue Hackett
Baker, Ore.*

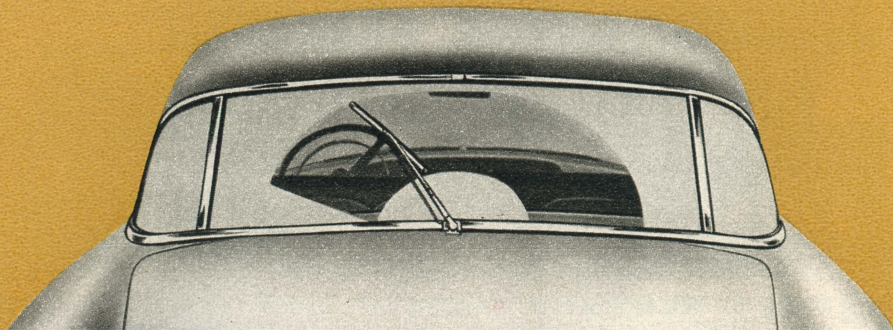
A long living room with an alcove or bay window offers an excellent opportunity for creating a charming little dinette. Simply use a contrasting wall color for that portion of the room.

*Mary Zalewski
Cleveland, Ohio*

FOR BETTER VISIBILITY

Don't be constantly worried when driving in bad weather by not knowing what's behind you. The NASH REAR WINDOW WIPER, designed and approved by Nash engineers, will reduce

the dangers of driving in snow, sleet or rain. Simply touch a button on the instrument panel—and presto, the rear window of your Nash Airflyte will be kept clear.

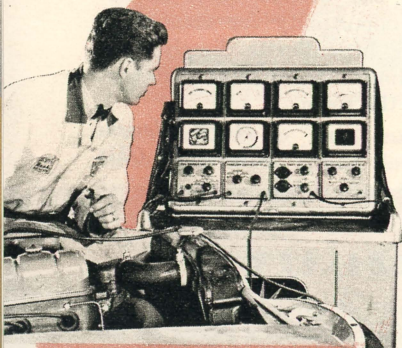




A word to the wise IS SUFFICIENT

*And it's a wise motorist who
GETS FACTS—NOT OPINIONS
about his car's condition*

LET US DIAGNOSE YOUR CAR



We use the latest in scientific diagnosis equipment to give your car a thorough check of steering, electrical systems, wheel alignment and the fuel system.

Our skilled Service Craftsmen interpret the findings and give you a written report on any corrective or preventive service that may be required.

Thus—Science, Skill and Knowledge combine to GET THE FACTS!

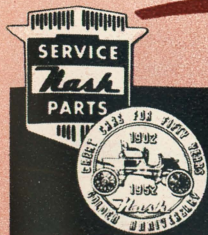
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The **ABC's** of peak car performance!



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FACTS!**

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give your
car a
complete diagnosis



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